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Heber Valley is Sleeping Giant

Continued from Page 1A

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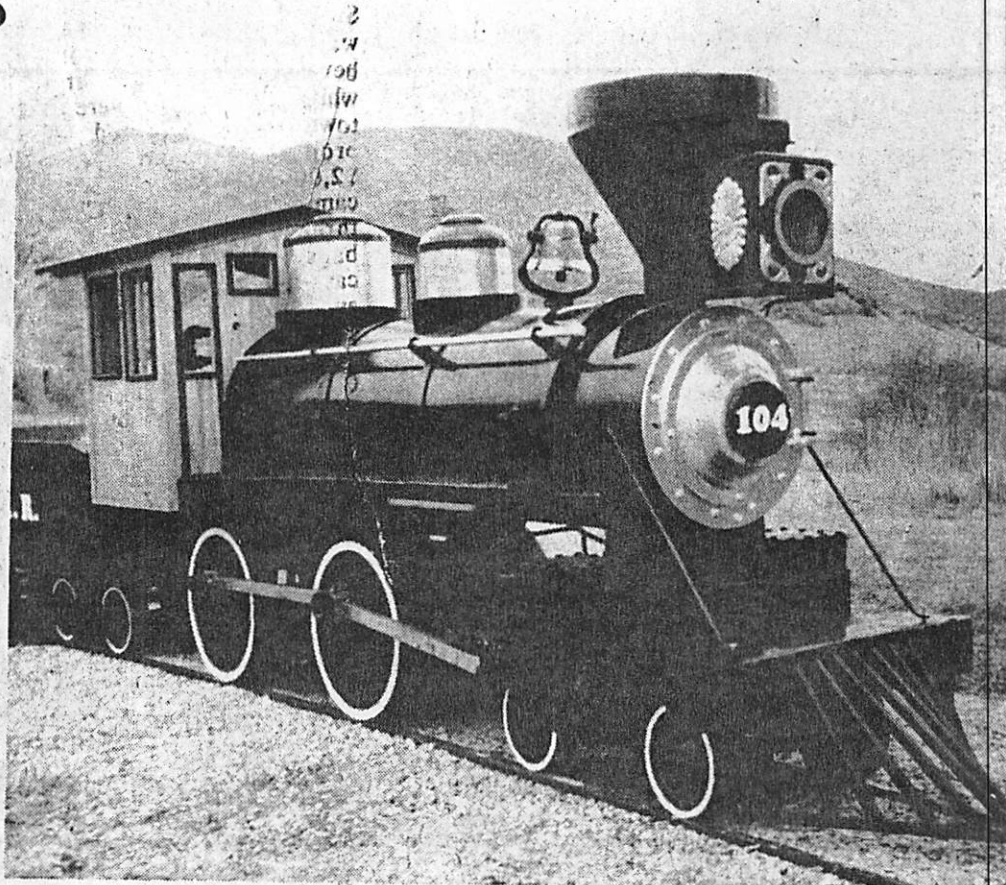
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Referring chamber as

Utah State Hospital.

September 12th (Saturday) Free speech screening for schoolers three years old and up at North Elementary School. By appointment only. Call 654-1478, ask for Gail Salowey or Elise Nielson, 654-3439.

September 12th (Saturday) Constitution youth presentation (all ages) from 7:30-9 p.m., Heber Stake Center, 150 North 200 West, followed by Constitution Ball for everyone 14 years and up, 9:15-11 p.m. Best dress.

September 13th (Sunday) Musical drama, "America, the Dream Goes On," 7 p.m. at the Heber Stake Center. All ages.

September 20th (Sunday) Musical drama, "America, the Dream Goes On," 7 p.m. at the Heber Stake Center. All ages.

If your club or organization is planning an event and would like to place it on The Calendar of Events, please contact The Wasatch Wave office at 654-1471.

THE INTERMOUNTAIN SOCIETY OF ARTISTS (I.S.A.)

would like to invite the public to the

ART EXHIBIT AND SHOW

to be held Sept. 4 and 5 at Midway Swiss Days

The Exhibit and Show will run from 9:00 a.m. until evening

Our Artists will be located behind the stone church north of the Gazebo.

These shows are special times for the public to meet and visit with Artists from around the Intermountain area. This year I.S.A. will have 22 artists exhibiting.

Executive Position Now Open As EVENTS CO-ORDINATOR with the Heber Valley Chamber of Commerce

Submit Resume to:

HEBER VALLEY CHAMBER OF COMMERCE

P.O. Box 427

Heber City, Utah 84032

Applicants will be notified of interview time and date.

Equal Opportunity Employer

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GREAT DEALS ON FORD BUY BACKS...

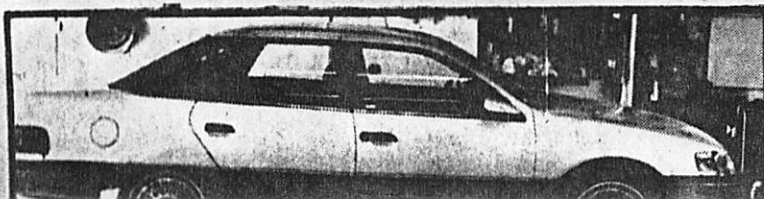


1986 ESCORT GT
Power steering, power
brakes, AM-FM cassette.

\$7395

1986 MERCURY SABEL
Fully loaded.

\$11,500



**Children
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Group**

Heber Valley is Sleeping Giant

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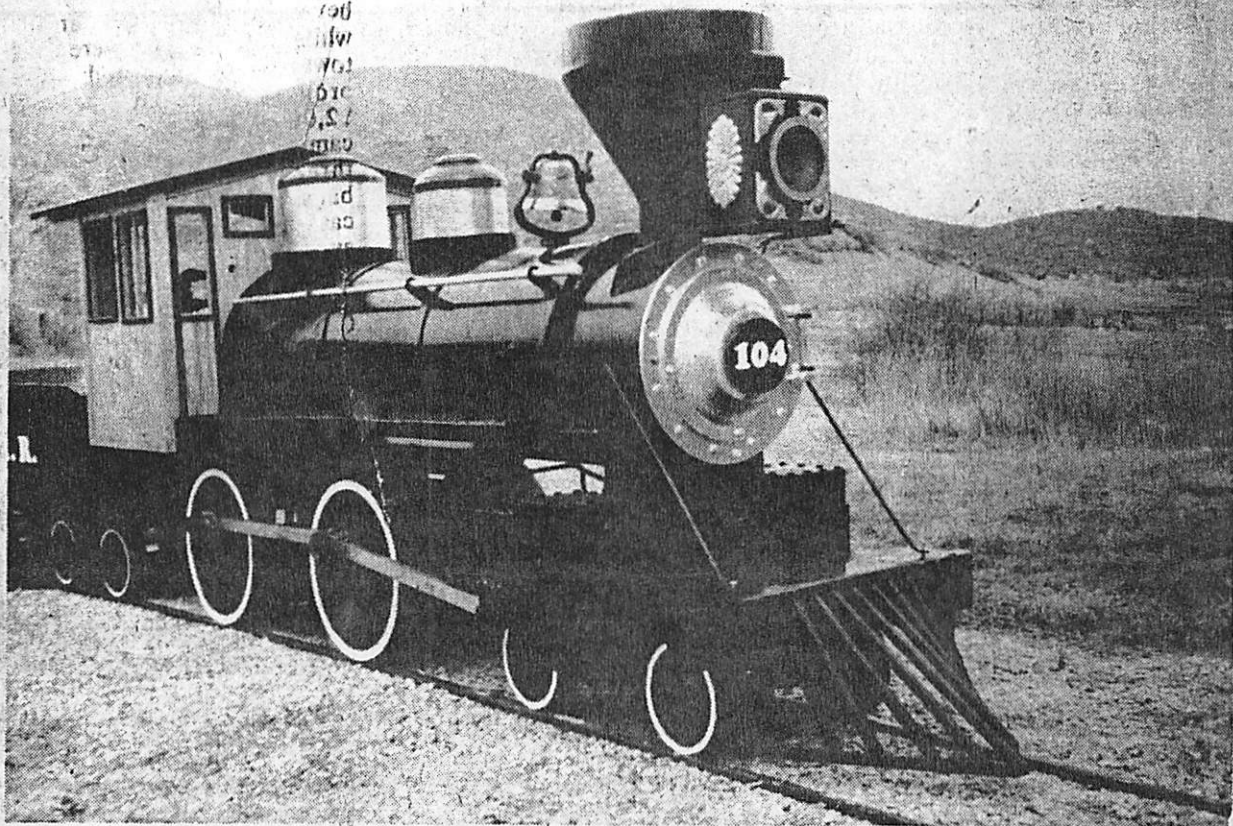
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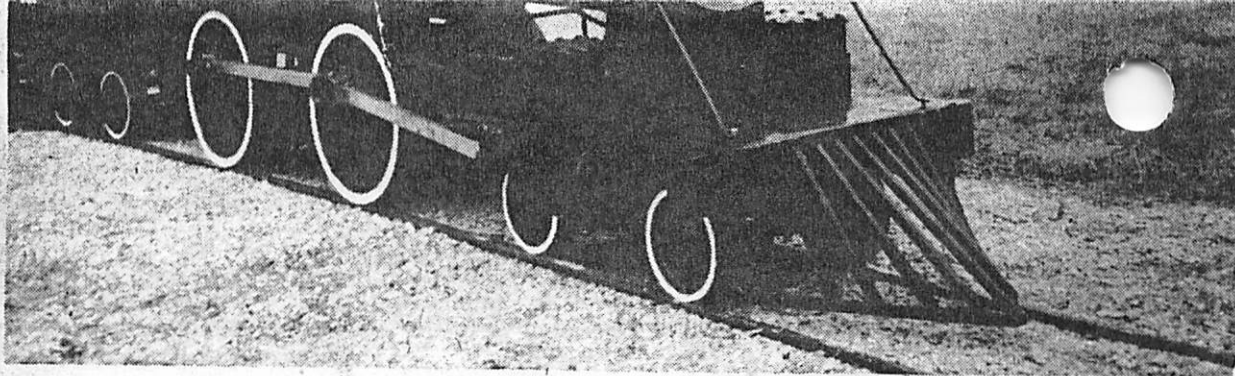
In the chamber's plans is a small information center constructed at the north entrance to town, replacing the downtown caboose.

In addition, the Mountainlands Association of Governments is installing an information center about Wasatch, Summit and Utah

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SCORT GT
eering, power
FM cassette.

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In an effort to do that, she said a committee welcomed the recent triathlon visitors

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Children's

\$5⁰⁰ OFF

First month's tuition with this ad.

**Fall Enrollment
Now In Progress**

file
November 3, 1967

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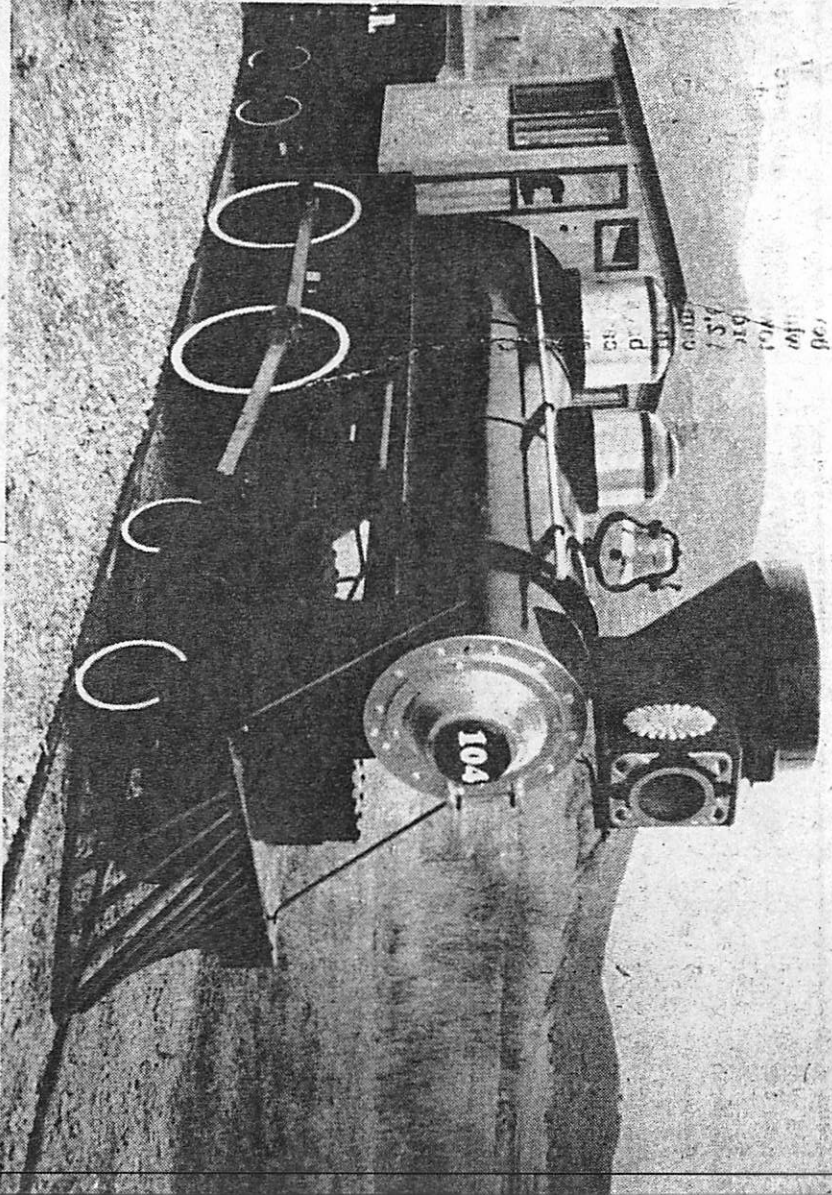
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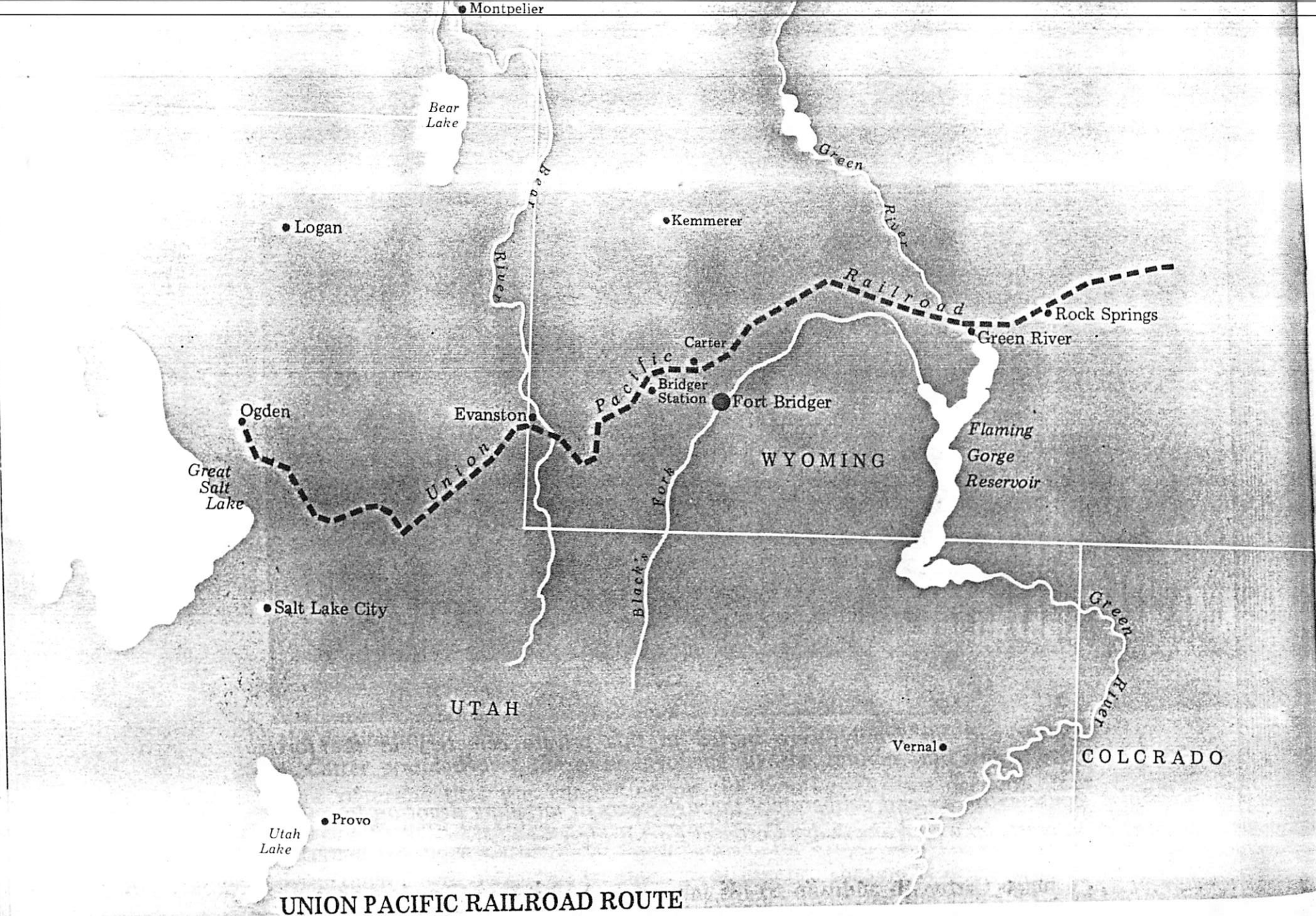
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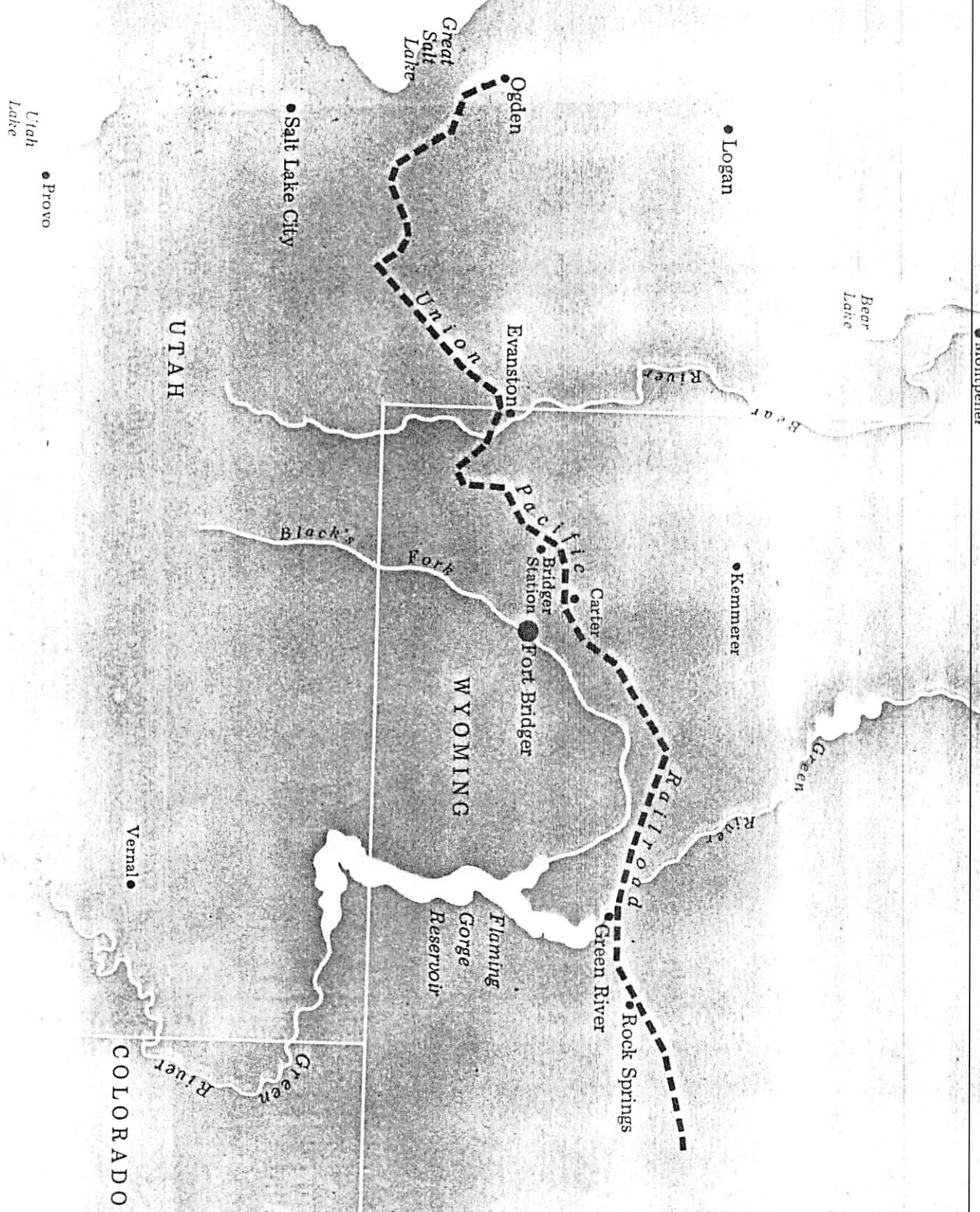
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UNION PACIFIC RAILROAD ROUTE

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Relax at Pioneer Landmark



Tribune Centennial Photo.

IN ORE FIELD DAYS

Early Railroads Bored Tunnels in Utah Peaks

Mountains were a challenge to early day railroaders. Where they couldn't go over, they tunneled through. Old-time locomotives chugged their way into many places which appeared inaccessible. In this old photograph, which has come down from the 70s, you have one of them.

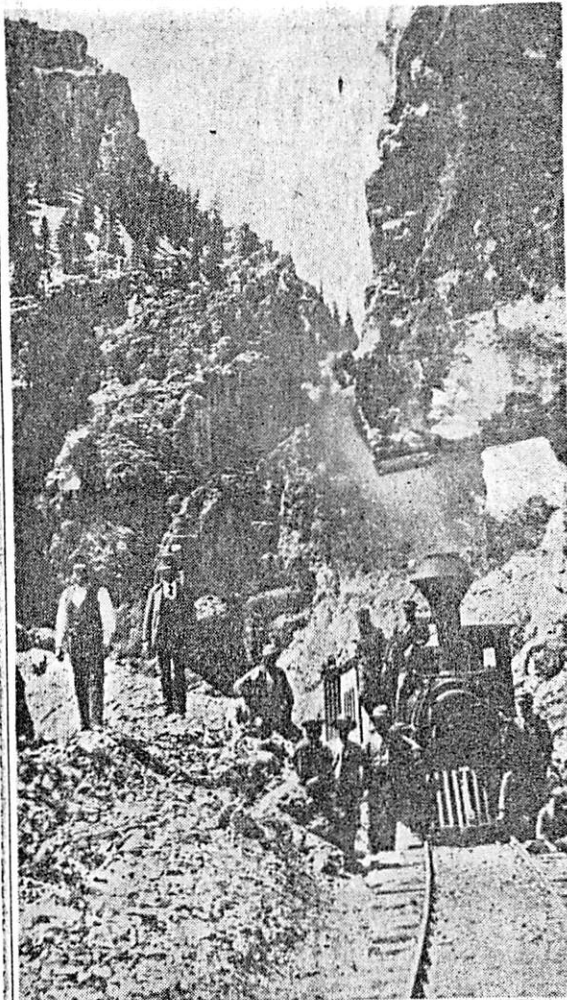
Good roads, changing modes and industries have changed the scene. The old picture tunifies early days

covered a distance of 12 miles up the canyon, from American Fork to Deer creek.

Vetoed Project

Originally, it was planned to run it four miles farther to the smelting works. The old law of supply and demand interfered. Officers concluded the business would not justify the expenditure, although the grade had been made ready for ties.

Relax at Pioneer Landmark



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Good roads, changing modes and industries have changed the scene. The old picture typifies early day industries and objectives no longer active. This old railroad activity was in pursuit of riches stored in the mountains of Utah.

Days of 70s

Its ultimate objective was the Sultana Smelting works, four miles beyond Deer Creek. Remember? Might as well tell you the picture was taken in American Fork canyon.

The railroad was financed and constructed in the 70s to haul ore from the mining properties of the Miller Mining companies.

covered a distance of 12 miles up the canyon, from American Fork to Deer creek.

Vetoed Project

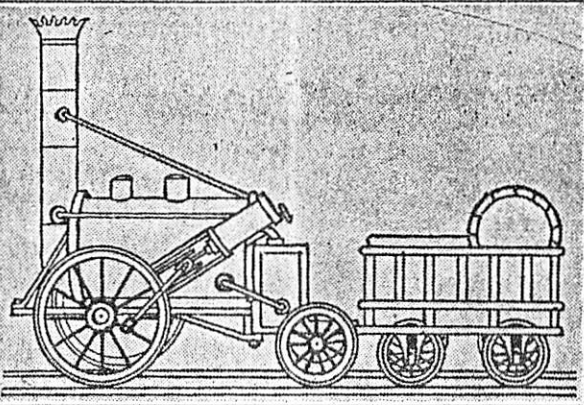
Originally it was planned to run it four miles farther to the smelting works. The old law of supply and demand interfered. Officers concluded the business would not justify the expenditure, although the grade had been made ready for ties.

The road connected with the Utah Southern, another obsolete railroad. In the photograph, the locomotive and its crew are stopped under the "Hanging Rock," a landmark until 1932, when it was removed to facilitate road construction. The picture was taken about three miles above the Timpapagos Cave National monument. Photo was submitted by Harry R. Wadley, Pleasant Grove.

Editor's note—Not all of these old-time pictures transcend the memory of present day residents.

D. E. Plourde, 325 2nd East, is post-

Early Train and Utah Who Rode It



This is a drawing of the "Rocket" early English train, forerunner of American trains. The "Rocket" was ridden by William Robinson of American Fork, who saw it in active service.

Utah Man Was Passenger On "Rocket," Early Locomotive

American Fork Resident Recalls Early Engine.

A ride on the world's first passenger train—when that train was "young"—to see her speed at the rate of 15 miles per hour—to see her slip down hill when the rails were wet—and to see the conductor jump out, run ahead and sprinkle sand on the tracks to stop the train—this was the experience of a Utah man.



W. Robinson, which pulled the train, and the Utah man to see it all, and to ride on this train was William (Curly Bill) Robinson of American Fork.

Henry Ford has recently been interested in the "Rocket," but Mr. Robinson says Ford needn't go to England to get data on that old locomotive.

"I can tell him all he needs to know about the old engine," "Bill" said. "My father used to take me for rides on it—he was the first conductor on the first train the 'Rocket' pulled."

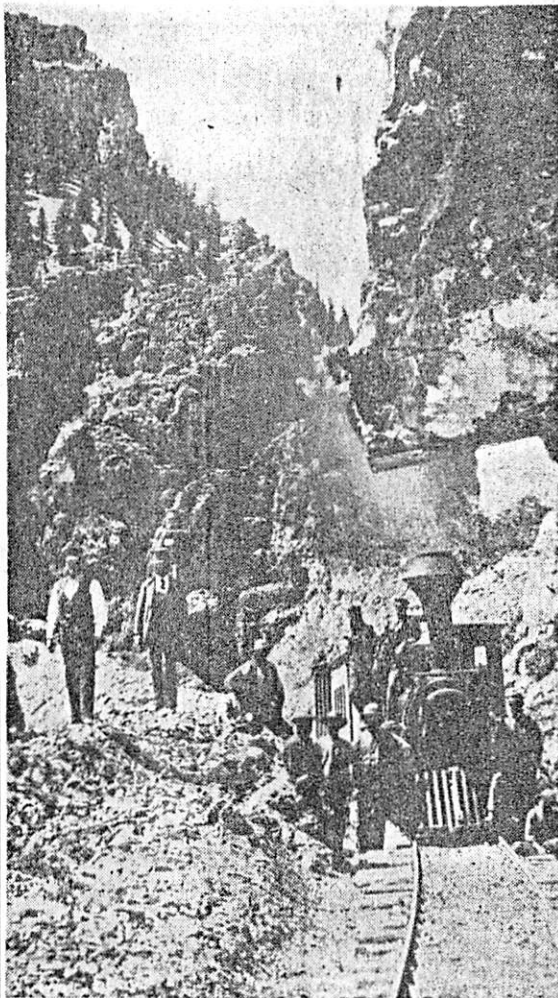
When the "Rocket" was put into service in 1830, Edward Robinson, father of "Bill" was only 21 and was the youngest member of the crew. Ten years later, William was born, July 29, 1840, and is still hale and hearty at 91, and has witnessed many changes in transportation and expects to live to see many more.

"Pappy used to tell us about the old 'Rocket,' and her train, and I remember her well myself," "Curly Bill" reminisced. "The railroad was 20 miles long and ran from Manchester, where we lived, to Liverpool. She averaged about 15 miles per hour and made the round trip about four times daily. Stage coach drivers used to race her and pretty often they would beat her, too," he chuckled.

"She couldn't make her way through even two inches of snow; she slipped all over. But Pappy used to get out and sprinkle sand over the steel and wooden rails to keep the train on the track. One day she started slipping down a little hill and pappy rushed out with a bag of sand and I guess he saved her from slipping all the way back without having been anywhere."

The family came to the United States in 1843, settled in Nauvoo. "Curly Bill" clearly remembers the funeral of the Prophet Joseph Smith and many other events of that time. In 1849 they crossed the plains to Utah by ox team settling on John Taylor's farm near Salt Lake, later removing to American Fork. They settled near the present wall, and recently Mr. Robinson assisted Boy Scouts in the exact corners of the

Relax at Pioneer Landmark



Tribune Centennial Photo.

IN ORE FIELD DAYS

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The American Fork railroad was organized in April, 1872, with a capital stock of \$300,000. Lloyd Aspinwall of New York was president. Work on the road started in May, 1872, and was completed in November of the same year. It

covered a distance of 12 miles up the canyon, from American Fork to Deer creek.

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The road connected with the Utah Southern, another obsolete railroad. In the photograph, the locomotive and its crew are stopped under the "Hanging Rock," a landmark until 1932, when it was removed to facilitate road construction. The picture was taken about three miles above the Timpanagos Cave National monument. Photo was submitted by Harry R. Wadley, Pleasant Grove.

Editor's note—Not all of these old-time pictures transcend the memory of present day residents. R. E. Plough, 325-2nd East, is positive that the address given for the W. S. Henderson Grocery store Wednesday was wrong. He said he came here in 1891 to open the Symms Wholesale grocery, and sold groceries to Mr. Henderson and never delivered them to the address given in the Tribune, between 3rd and 4th South.

Mr. Plough was certain that the store was located just north of the Breisacker building, northeast corner of Broadway and Main. So it was traced in the gazetteers of the old days and sure enough, Mr. Plough was right. The correct address was 265-267 S. Main, present location of Arden's and Robinson's, respectively.

Engine creeps along back roads to Heber

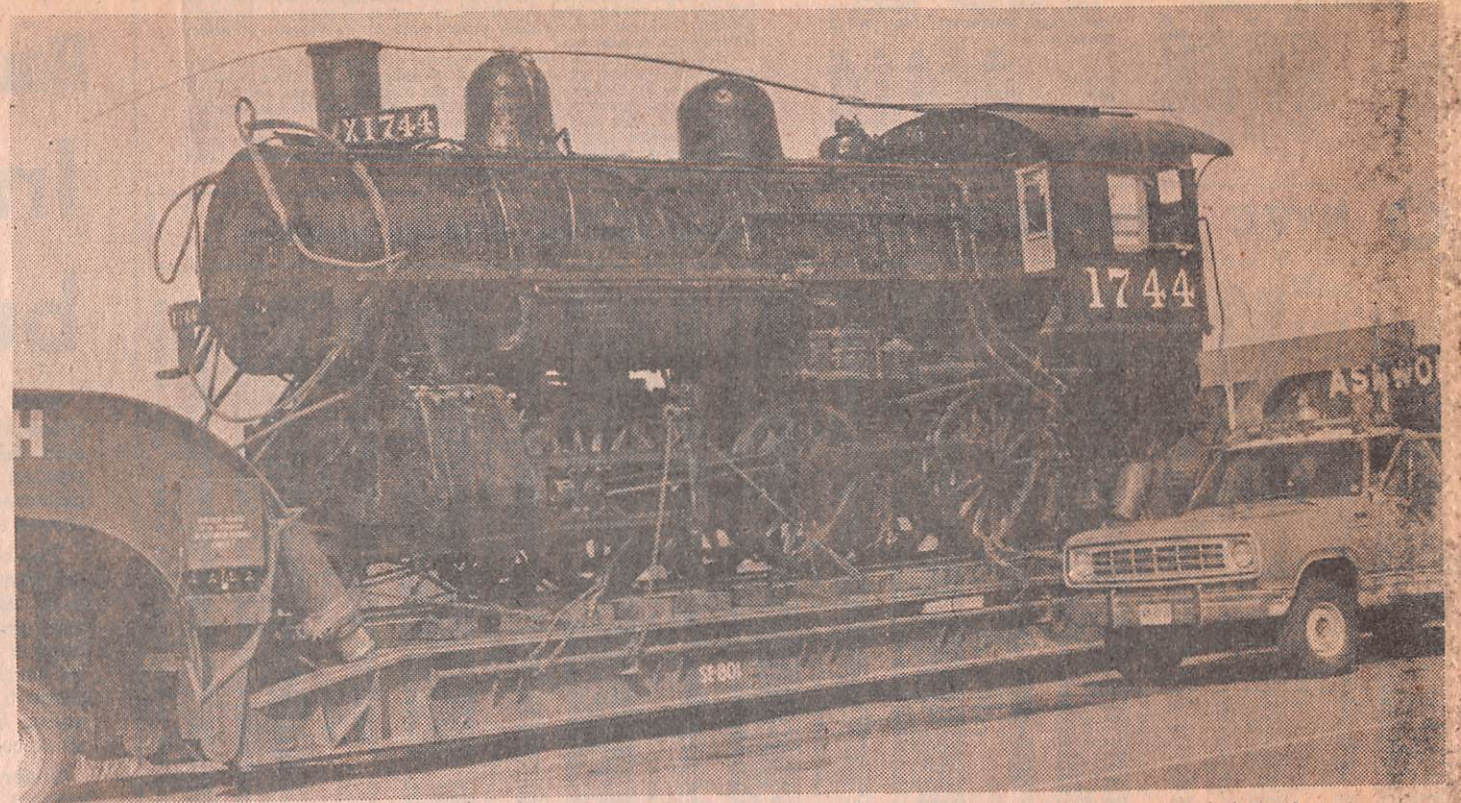
LAYTON — If you happened to see an old-time locomotive moving down the backroads of Box Elder, Weber, Davis, Salt Lake, Utah and Wasatch counties last week, you weren't seeing things, it was just the latest addition to the Heber Creeper.

The coal-fired engine was on the back of a large truck and was en route from a railroad museum at Corinne, Box Elder County, to become part of the Heber Creeper display and operational railroad in Heber City.

The 1901-model locomotive will be one of the operational engines making runs between Heber City and Bridal Veil Falls in Provo Canyon. The locomotive was the last of the coal-fired engines used on the Southern Pacific lines which ran between Sacramento, Calif. and Ogden.

Craig Drury, manager of the Heber Creeper, said the new engine will be one of four operational locomotives, which along with five other non-operational engines on display at the terminal, represent almost all phases of steam engines. He said two non-profit groups, the Sons of the Utah Pioneers and the Timpanogos Preservation Society, have obtained a \$600,000 federal grant to construct a railroad village near Heber City. The trains will become part of that display. The Heber Creeper is a tenant of the village, renting some of the engines from the two groups.

Drury said the village is under construction.



Locomotive was last of coal-fired engines used on Southern Pacific lines between Sacramento and Ogden.

Step Back Into History Aboard The Heber Creeper

The Heber Valley is unique in the fact that it has its own scenic steam railway.

The original "Heber Creeper" was part of the Utah Eastern Railroad Company. The line ran from Heber City to Provo. Operations began in 1899. In 1900, the track was acquired by the Rio Grande Western.

In 1920, the line was purchased by the Denver and Rio Grande Western Railroad Company. A number of prominent Utah pioneer families such as the Youngs, Kimballs, and Dinwoodys were involved in the formation and operation of the line.

Early Utah railroadmen had planned to run a line from Echo Junction on the Union Pacific line to Park City and then to Heber Valley. From there, it was to have gone over Wolf Creek pass into the Uintah Basin and then to Colorado. This dream never became a reality and, as a result, delayed the economic growth and expansion of the Uintah Basin.

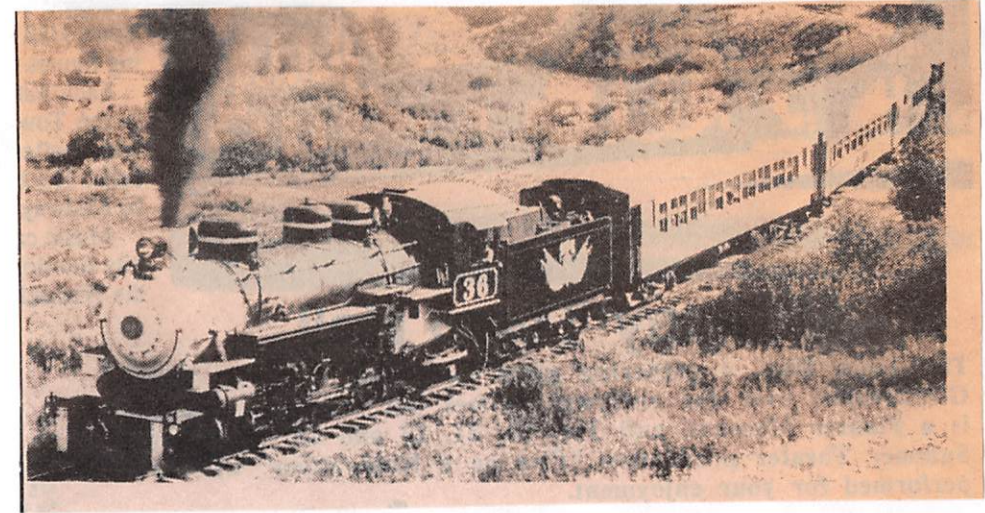
Passenger service was an important part of business in the early days of The Creeper. Highways were poor and automobile travel was uncertain even after better automobiles were built. Freight and livestock shipping was always significant on The Creeper line. During the 1930's, more sheep left the Heber Depot than any other single depot in the United States.

People often ask how The Creeper got its name. No one is certain just when the term "Heber Creeper" came into use, but the legend is that the narrow twisting canyon made the trip so slow people began to talk of the train just "creeping." From "creeping" to The Heber Creeper was a local step and it is known by this name to this day.

Just as poor roads and slow transportation were the reasons for the early success of the railroad, improvements in highway transportation led to the eventual downfall of The Creeper. By 1967, the Denver and Rio Grande was making less than one trip per week from Provo to Heber City. In 1968, they were granted permission to abandon the run.

Through cooperative effort, the line was saved. The first pieces of equipment arrived in the Valley in December, 1970. The first scheduled scenic steam passenger rolled out of Heber City on July 10, 1971. By the end of the first season, more than 26,000 people from all over the United States and some from France, England, Australia, Canada, and Brazil had enjoyed a trip on the "new" Heber Creeper.

The 18.5 mile journey of The Heber Creeper meanders through the lush green Heber Valley and ventures deep into Wasatch Mountain State Park. More than 22,000 acres of unspoiled mountain splendor. The Creeper traverses the high rocky cliffs on the long western bank of Deer Creek Reservoir and thunders toward the bottom of the majestic Mt. Timpanogos, which rises to 11,750 feet above the floor of the beautiful wooded Provo Canyon.



Visit A Western Town

The West comes alive on streets of the Pioneer Western village. Shoppers, train riders, and curious visitors, fill the streets summer and winter. Turn-of-the-century buildings house museums, ice cream parlors, country crafts, leather goods, and western memorabilia. To remember your trek back in time, have your picture taken (old time style) in railroad, Civil War, or Western attire.



Memories of 30-mile daylong trip on Heber Creeper

Editor's Note: The Lifestyle department of The Salt Lake Tribune welcomes freelance material from Utah writers. Each Friday, one column will be selected based on scope of interest of subject matter and writing ability. Material should not exceed 750 words. The Tribune will pay regular space rates for those articles selected for publication.

If work has been published in Free-Lance Corner, do not submit new work for six months.

The views expressed in selected columns are not necessarily those of The Salt Lake Tribune. Please include address and telephone number on your story and mail to: Free-Lance Corner, The Salt Lake Tribune, Box 867, Salt Lake City, Utah 84110.

By Rose C. Hoyt

A long time ago I had a train ride on the Heber Creeper, a ride I'll never forget.

I attended the University of Arizona for two years beginning in the fall of 1947 and traveled from Heber City, Utah, to Tucson, Ariz., and back by Trailways Bus. On one of my trips home as the bus pulled into Provo about 6 a.m., I remembered the Heber Creeper which made the 30-mile trip to Heber once a day. It occurred to me that that was a shorter trip and might be a quicker trip than one on the bus to Salt Lake City (about 40 miles) where I would wait for a transfer to



Mrs. Hoyt

another bus going to Heber (another 50 miles).

So at the Provo stop, I called the Denver & Rio Grande train depot to see if I could buy a ticket to Heber City. I could and the train would leave at 8 a.m. I was elated. I got my luggage off the bus and walked to the train depot.

At a little before 8, I boarded a passenger car that had been coupled to the freight cars especially for me. I was the sole passenger. The two-man train crew dusted off a seat for me.

The car was old and very dusty and looked as if it had not been used for years. It was a chilly morning, but the crew made a fire in the pot-bellied stove. There were some old mag-

azines in the car, one of which to my surprise had been published in 1927, over 20 years earlier. I could read the magazines on the trip, and there would be the magnificent Provo Canyon to admire from a different perspective.

Soon we were being pulled back and forth around the railroad yard, adding cars, or changing cars, or loading cars. This went on until about 10 o'clock when at last the train pulled out of the station. We were on our way! But between the station and the mouth of Provo Canyon, there were many stops — deliveries and pickups, I suppose.

Finally about noon, we started up Provo Canyon, and I knew there were now few places where the train could stop. The tracks follow the

Provo River that runs between Provo Peak and Mt. Timpanogos. I always enjoy traveling through the canyon. We passed the beautiful Bridal Veil Falls. The canyon is very deep and lovely, the canyon walls are steep and I enjoyed watching the stately pines and the stratified rock, sometimes uplifted in folds. I saw some deer. At an especially inviting spot among the trees beside the river, the train stopped. The train crew walked back to the passenger car and asked me if I had brought my lunch. I hadn't. So they kindly shared their lunch with me — a delicious half sandwich of venison on thick homemade bread. They heated some water for tea on the stove.

About an hour later, we were on our way again. We passed Vivian Park and as we started around Deer Creek Reservoir on the west side (the highway being on the east side), I knew there was no reason to stop between here and Heber. I was wrong!

There were no farms, just the hill on one side and the reservoir on the other, but the train stopped and the two men came back to the lone passenger car again.

Looking a little sheepish, they asked politely if I would mind if they

went fishing for a couple of hours. I was amused. I couldn't believe it. I said I didn't mind. They had a boat hidden in the bushes, and I watched the fishermen contentedly take off.

I thought of walking home, probably about eight miles or less to Midway (which is three miles west of Heber) where I lived, but with my heavy luggage I decided against it. I read the old magazines again and smiled at the shortcut to home I had chosen.

The hours passed and eventually we were chugging into beautiful Heber valley. With the whistle blowing, the old steam engine pulled into the Heber depot about 5 p.m. It was truly a memorable train ride on the old Heber Creeper, a 30-mile, nine-hour trip which included spectacular scenery and a free lunch.

Today, the Heber Creeper, a tourist attraction, still whistles through Heber valley as it takes sightseers from Heber City to Vivian Park and back. Now, the old steam engine pulls open-air cars and dining cars as well as passenger cars, full of happy people who are savoring the past.

Rose C. Hoyt, born in Midway, and husband Gordon D., retired to Midway in 1982, after careers in education.

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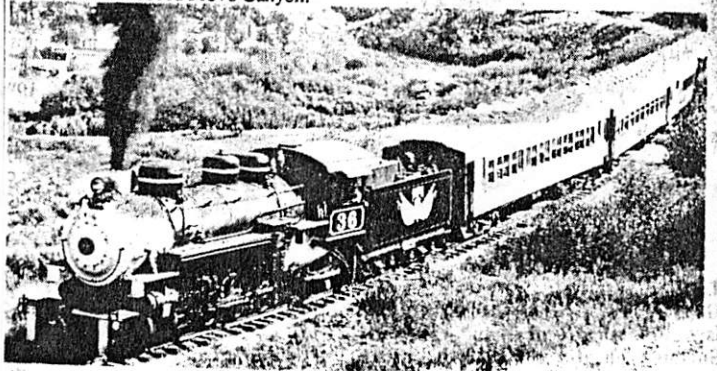
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The Editor

Editorial

Time Runs Out For Heber Creeper!

4-17-91

It's been over a year since more than 600 Wasatch County citizens gathered in the Wasatch High School auditorium to deliver the clear message to state and local government that we want the Heber Creeper to keep going across the Heber Valley and down Provo Canyon.

In response to the overwhelming mandate, the 1990 Legislature appropriated money to buy and repair the railroad. After the negotiations over the sale failed, the 1991 Legislature took away all but \$400,000 of the appropriation, but that is still earmarked for right-of-way repairs.

However, as of this moment, the locomotives and cars are standing idle in the railroad yard and we have no reason to think we're going to hear the familiar old steam whistle this year, or possibly ever again. And, in spite of the mandate from the citizens, local and state officials are standing idle on the matter, too.

We can't help but be shocked when we get reports back from state government officials requesting more public support of the Creeper. With the largest turnout that any of the public officials present have ever seen we are confused as to what more can be done to show public support.

Then what happened? And what's going to happen next? We're not sure about the answer to the first question, and we can't even guess at the answer to

the second. But we're afraid the answer to both questions can be summarized in one word: Nothing. Nothing has been accomplished and it doesn't look like anything's going to be accomplished because it doesn't look as though anybody's doing anything.

The tragedy is that the biggest losers are the people of Wasatch County, followed closely by the people of the State of Utah, even if they don't realize it.

Nevertheless, the Utah Department of Transportation is sitting there with \$400,000 to invest in upgrading track and equipment and, as far as we can find out, is just going to continue to sit there until somebody does something.

Officials from the department, the governor and our legislators, all have made it clear that they will only do something if there is local support. We thought we made that clear more than a year ago. But, now we realize they meant local *financial* support along with our show of hands.

The state has taken the stand that it will not actively seek a new operator for the railroad - one must come to them. Typically aggressive attitude for government don't you think?

We are astounded at the amount of money that is spent in the name of state promotion. Ten million to keep McDonnell-Douglas building plane parts in Utah and how many untold millions to open a road to Antelope Island. Why in the world would anyone in their right mind want to go to Antelope Island? If anything it should become the Alcatraz of Utah.

Everybody on the state level insists they want the railroad operation to continue, and they say it enthusiastically. City and county officials say, with conviction, that we've got to save the Creeper. Business people tell us the railroad brought in a lot of tourist dollars that otherwise would have passed right through town, and they need it. The citizens of the valley and many from outside of it are adamant about the importance of the railroad, for historical and sentimental reasons. Park City and State tourism promotions nearly always feature the Heber Creeper because it has become internationally known and recognized.

But, as far as we can tell, nobody's *doing* anything. The Heber Creeper owners have put their assets up for sale and formally ended their lease with the state, and it looks like the way is clear for *somebody* to do *something*. If there are good reasons for doing nothing, we wish somebody would tell us what they are.

Frankly, we don't care a whole lot about how the railroad is saved, just as long as it is saved. But the only way we can hope to see that happen is if the citizens of this county once again rattle some cages and make enough noise to get government to pursue an operator for the train rather than just sitting on the side lines waiting for a knight in shining armor to come and rescue them. It may be a long wait.

Auto
Sales & Service

Chas Anderson

Leught

Bisell (Kansas)

to advise

Rep Mr. Smith